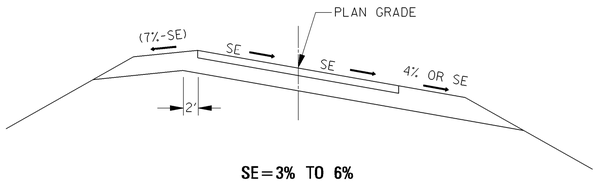
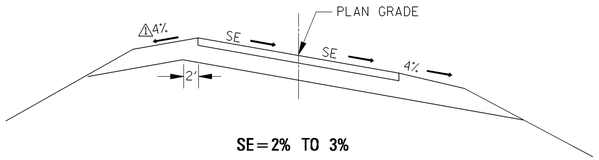
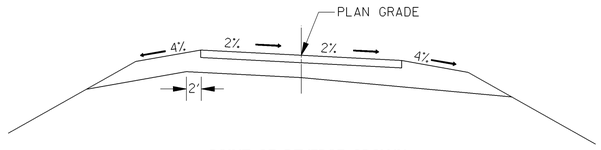
STATE	PROJECT NO.
MISS.	



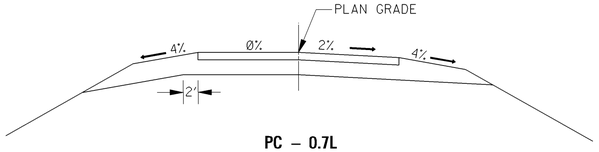
SE = 3% TO 6%



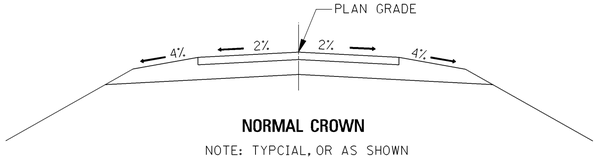
SE = 2% TO 3%



POINT OF REVERSE CROWN



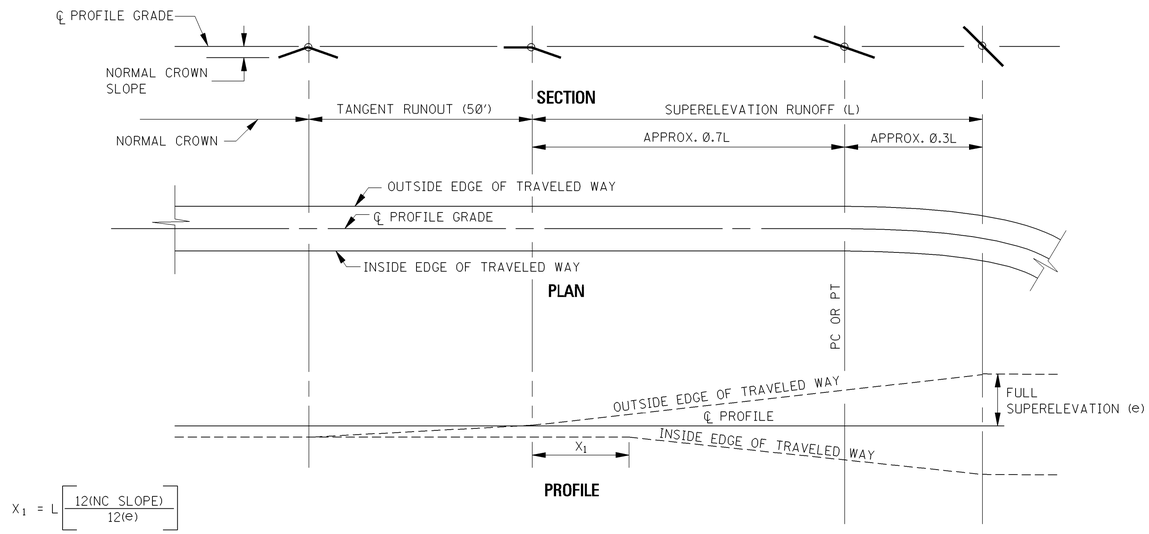
PC – 0.7L



NORMAL CROWN

NOTE: TYPCIAL, OR AS SHOWN ELSEWHERE ON PLANS.

DETAILS OF SHOULDER TREATMENT



DIAGRAMMATIC PLAN AND PROFILE

V = 50 mph			
*D	e	L(ft)	
		A	B
0°30′	NC	0	0
0°45′	RC	150	150
1°00′	.020	150	150
1°30′	.028	150	150
2°00′	.035	150	150
2°30′	.040	150	150
3°00′	.045	150	160
3°30′	.048	150	170
4°00′	.052	150	180
5°00′	.056	150	200
6°00′	.059	150	210
	D_{max} = 6°45′		
	e_{max} = 6%		

*NOTE: FOR DEGREES OF CURVE INTERMEDIATE BETWEEN TABLE VALUES, USE A STRAIGHT-LINE INTERPOLATION TO DETERMINE THE SUPERELEVATION RATE.

KEY:

D = DEGREE OF CURVE
V = DESIGN SPEED (mph)
e = FULL SUPERELEVATION RATE (%)
L = MINIMUM LENGTH OF SUPERELEVATION RUNOFF (FROM ADVERSE CROWN REMOVED TO FULL SUPER) (ft)
A = "L" FOR 1-LANE WIDTH OF ROTATION
B = "L" FOR 2-LANE WIDTH OF ROTATION
NC = NORMAL CROWN (2% CROSS SLOPE)
RC = REVERSE CROWN; SUPERELEVATE AT NORMAL CROWN SLOPE (2%)

GENERAL NOTES:

1. STATE-AID DIVISION: USE STANDARD SA-SE-1.
2. "L" IN THE TABLE IS FOR ROTATION ABOUT THE CENTERLINE OF 2 LANES ("A") AND 4 LANES ("B") OF TRAVELED WAYS (1 LANE AND 2 LANES EACH SIDE OF THE ROTATION POINT RESPECTIVELY). MINIMUM LENGTH OF RUNOFF FOR VARIOUS WIDTHS OF ROTATION ARE AS FOLLOWS:
   FOR ROTATING ABOUT THE CENTER OF A TWO-WAY LEFT-TURN LANE (i.e., A 5-LANE SECTION): L=(1.20)(L IN COLUMN B)
   FOR ROTATING A WIDTH OF 3 TRAVEL LANES: L = (1.33)(L IN COLUMN B)
   FOR ROTATING A WIDTH OF 4 TRAVEL LANES: L = (1.67)(L IN COLUMN B)
3. A VERTICAL CURVE WITH A LENGTH (IN FEET) EQUAL TO THE DESIGN SPEED (IN mph) SHOULD BE PLACED AT EXCESSIVE ANGULAR BREAKS.

BY	DATE	REVISION
S.W.R.	3-01-02	REVISED SLOPE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

SUPERELEVATION TRANSITION CASE I ROTATION ABOUT CENTERLINE

(URBAN FACILITY, V=50 mph)

ENGLISH

WORKING NUMBER SE-2E

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